

# STRATEGIES

## **OVERVIEW OF STRATEGIES**

Strategies can be employed to relieve the burden on taxpayers for highway improvement projects by:

- Reducing Idaho's short-term and long-term needs
- Spending revenue more efficiently
- Identifying additional revenue sources

These strategies, which are discussed below, include:

- Alternative modes of transportation
- Travel Demand Management
- Access Management
- Corridor Preservation
- Intelligent Transportation Systems

### **Alternative Modes of Transportation**

One method of reducing the needs for the highway system is to reduce the numbers of vehicles using the highway system through the use of carpools, buses, and the increased use of alternate modes of transportation such as bicycles and rail.

The Idaho Transportation Department has developed the following plans to reduce single occupancy vehicle travel and to increase usage of alternative modes of transportation:

- Idaho State Rail Plan
- Idaho Bicycle and Pedestrian Transportation Plan
- Idaho Public Transportation Plan, MOVIN' Idaho

## **Travel Demand Management**

-

Travel Demand Management consists of several strategies to decrease traffic volumes by influencing the manner in which people travel. Travel Demand Management strategies focus on reducing the number of trips made by single occupancy vehicles, especially during the peak hour.

Travel Demand Management strategies include:

- Flexible work hours, which lets employees begin and end their workdays during non-peak hours.
- Modified work schedules, such as a 4-day workweek, which also shifts the trip to work to non-peak times.
- Telecommuting, which eliminates the trip to the workplace entirely.

## **Access Management**

Access management is an approach for improving traffic operations by managing the location, design and operations of driveways, median openings, and street connections onto highways.

Access management:

- Reduces accidents
- Reduces travel time
- Increases roadway capacity

It is estimated that a typical four-lane arterial roadway, with good access management can handle nearly 10,000 more vehicles per day than the same roadway with no access management.

Therefore, consolidating and eliminating access points can delay or even eliminate the need for costly capacity improvement projects such as adding additional lanes, and building new roadways. For more information on access management see the Idaho Transportation Department's Highway Access Control Policy and the Right-of-Way Use Policy.

-

## **Corridor Preservation**

Frequently the cost of right-of-way to widen an existing road or to construct a new one, equals, and in some cases, exceeds the cost of the actual road construction itself. Preserving corridors, or the path of the new or existing highway, is a method for lowering the cost of the land for the highway expansion. Agencies that are able to identify and protect the highway corridors needed for future construction can realize substantial savings of public funds by acquiring undeveloped property at the present time, instead of developed property in the future.

Corridor preservation has the following benefits:

- Permits greater flexibility in highway planning.
- Prevents new development from foreclosing needed highway location alternatives.
- Lowers highway corridor acquisition costs by reducing the necessity for condemnation of improvements.
- Minimizes the cost of right-of-way, which ultimately allows us to spend less money on right-of-way and more on roads and bridges.

### *Corridor Preservation Criteria*

To help determine which corridors should be preserved, and when the optimal time for preservation is, the following factors should be considered:

- Long Range Planning
- Development Pressures
- Environment
- Local Support
- Priorities

The questions that should be answered when considering each of these factors are discussed below:

### **Long Range Planning**

*Question:* Which transportation corridors will likely require capacity expansion within 20 years?

*Description:* Identify which highway sections are likely to experience capacity deficiencies. Upgrading these facilities is likely more cost effective than planning, designing and constructing additional facilities along new alignments. Capacity expansion should be considered for rural roadways that are projected to be at Levels of Service D, E, or F in 20 years, and for urban roadways projected to be at Levels of Service E or F.

*Question:* What new corridors will need to be developed for roadways or other modes?

*Question:* What new interchanges will be needed?

**Development  
Pressures**

*Question:* Where is it still possible to keep development out of the right-of-way needed for future transportation purposes?

*Description:* If the corridor is already developed, there is probably nothing left to preserve.

*Question:* Where is development pressure the greatest?

*Description:* The issues to look at here are whether significant development in the corridor is imminent, whether land values are escalating rapidly, and how rapidly land in the corridor vicinity is being taken out of rural uses and turned over to speculative investors or actually being developed.

**Environment**

-

*Question:* Where would failure to protect the corridor force the project into an environmentally sensitive area?

*Description:* If there are a limited number of alternative locations where a transportation facility could go because of wetlands, steep slopes, soil conditions etc., then preservation of the corridor becomes more important.

**Local  
Support**

-  
*Question:* Where can cooperation from local jurisdictions be obtained?

*Description:* It is generally more cost-effective to put resources of personnel and money in places that have strong community support.

**Priorities**

-  
*Question:* Is this corridor of primary importance?

*Description:* The issues to look at here are whether the corridor is expected to carry high traffic volumes, provide significant relief to existing or anticipated system capacity deficiencies, or provide vital facility links.

**Intelligent Transportation Systems**

The objective of Intelligent Transportation Systems (ITS) is the more efficient use of the existing highway system, to increase safety and mobility and to decrease the environmental costs of travel. A variety of transportation strategies come under the ITS umbrella. These include:

- Storm Warning Systems
- Real-time traffic and travel information
- In-vehicle traveler guidance
- Transmittal of accident information to emergency medical teams
- Real-time weather and road condition information

- Construction traffic control information

Idaho's ITS projects have included:

- Providing travelers storm-warning information on I-84 between the Salt Lake City Interchange and the Utah Border.
- Determining the contribution of carbon monoxide pollution from non-emissions tested vehicles entering Ada County by license plate scanning with a remote-sensing device.
- Studying the potential ITS applications for I-84 between Portland and Boise.

-



[Previous Page](#)

[Table of  
Contents](#)